speaker is also being provided. Long term action plan for improvement in announcement system and the proposal for broadening the over-bridge is under examination.

माल परिवहन द्वारा रेल को आय

1209. श्री डी० पी० यादव: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) वर्ष, 1997-98 के अन्त तक माल परिवहन से रेलवे को कुल कितनी आय हुई; और

(ख) क्या विभाग माल प्रभारों को बढ़ाने पर विचार कर रहा है; यदि हां, तो तत्संबंधी ब्यौरा क्या है?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) वर्ष 1997-98 के लिए माल की ढुलाई के माध्यम से रेलों द्वारा अर्जित कुल आय 19866.38 करोड़ रुपए थी।

(ख) 1999-2000 के रेलवे बजट में सभी पण्यों के लिए 1.4.99 से सामान्यतः सभी पण्यों की मालभाड़ा दरों में 4 प्रतिशत तक की वृद्धि करने का प्रस्ताव किया गया है।

Rail line capacity

1210. SHRI C. O POULOSE: Will the Minister of RAILWAYS be pleased to state whether, in view of the situation arising out of rail line capacity constraints, saturation in important routes and shortages of wagons, passenger bogies and locomotives etc., Government propose to take any steps, as short-term and long-term strategies?

THE MINISTAR OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SRHI RAM NAIK): Steps arc taken on a continual basis for meeting the situation arising out of line capacity constraints and saturation in important routes. The sections which are identified as saturated are taken up for improving their line capacity. The important methods of improving the line capacity of a section are as below:—

(i) Reducing length of block sections

(ii) Improved signalling

(iii) Multiplexing of Lines

(iv) New Lines and Gauge Conversion Works

(v) Reducing speed differential between the fastest and slowest trains.

(vi) Increasing the tractive effort of locomotives.

Availability of wagons and locomotives is adequate as per the current level of freight traffic. Review of demand of coaches is an ongoing exercise. Additional trains are introduced on the basis of rute-wise passenger growth, availability of terminal facilities, gauge conversion and maintenance capacities.

The steps being taken to run additional passenger services are as follows:—

(i) Full utilising the capacity of the two Railway production units i.e. Integral Coach Factory and Rail Coach Factory.

(ii) Increasing the lengths of existing coaching trains instead of starting new trains.

(iii) Introduce fast stop-start trains like DEMU/MEMU/EMU's

(iv) To overcome the resource crunch, taking necessary steps to increase internal generation, as also to obtain more budgetary support.

(v) Resorting to alternative sources of finance by inviting private participation etc.

Arrears payable by the Railways for GRP

1211. SHRI C.O. POULOSE: Will the Minister of RAILWAYS be pleased to state:

(a) the arrears payable to various State Governments by the Railways, as on date, on account of expenditure on GRP, state-wise; and